

Dawn Patrols (new)

Calendar

SEPTEMBER

- 20 Flushing, Dalton Airport (3DA). 7a.m.-Noon, Dalton Airport Association 10 Year Celebration Pancake Breakfast. Sponsored by EAA 77. Call 810-733-5144.
- 26 Parchment, Triple H. Airport (2H4), Fly-In Lunch Potluck with hot dogs, hamburgers, & drinks provided. Donuts & coffee for early arrivals. Lunch served at noon. Held rain or shine. Sponsored by Triple H Airport. Call 616-385-1836 Or 616-381-8983. Email: love2fly@net-link.net.
- 27 Lowell, Lowell Municipal Airport (24C). 8-11a.m., Fly-In/Drive-In Pancake Breakfast. Sponsored by the Lowell Airport Board. Call 616-897-5785.

OCTOBER

- 10-11 Luzerne, Lost Creek Airport (5Y4), 8a.m.-Noon, Annual Color Fly In with pancake breakfast and fall color canoe trips. Call 517-826-9901.

John Engler, Governor

MICHIGAN AERONAUTICS COMMISSION

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Michigan Department of Natural Resources

William E. Gehman, Director
Michigan Aeronautics Commission

Barbara Burris
Executive Assistant to the Commission

Kenneth Schaschl - Editor

MDOT Specialized Technology/Graphics - Graphic Design

OCTOBER

- 2-4 Lapeer, Dupont-Lapeer Airport (D95), Michigan Air Tour 1998 begins at Lapeer then to Houghton Lake (HTL), Traverse City (TVC), remaining over night then to Newberry (EVY), Hessel (5Y1), returning to TVC for overnight. Fly to Jenison (08C) on Sunday. \$40.00 registration fee. Sponsored by Michigan Aviation Association. Call 810-725-8245.
- 3-4 Kalamazoo, Kalamazoo Aviation History Museum, (Air Zoo), Fall Open House-FREE admission to the museum and flight center. For information, call 616-382-6555.
- 10 Kalamazoo, Kalamazoo Aviation History Museum, (Air Zoo), 6-10p.m., Michigan Aviation Hall of Fame 12th Annual Enshrinement. Four Michigan aviation pioneers to be inducted. For information, call 517-886-1030 or 616-382-6555.

NOVEMBER

- 4 Lansing, Capital City Airport, MDOT Aeronautics Auditorium 10 a.m., Michigan Aeronautics Commission Meeting. Call 517-335-9943.

Automated communication systems are now operational at five additional Michigan airports. The system, known as Airport Remote Radio Access System (ARRAS), uses a state-wide allocated frequency of 121.725 MHz. It is designed to provide pilots direct ground communication with Air Traffic Control at airports which do not have Remote Communication Outlets (RCOs). It can be used to obtain instrument clearances and cancel flight plans. Pilots can activate the system by slowly keying their transmitters four times for the ATC facility or six times for Lansing Automated Flight Service Station. This will cause the system to dial a predesignated telephone number. Then, computer-generated voice prompts will advise pilots of the progress of the call.

Howell, Livingston County and Oakland-Troy airports were the first two locations for the system. Recently the following airports were added: Bellaire, Antrim County; Cadillac, Wexford County; Detroit, Grosse Ile; Midland, Barstow; Saginaw, H. Brown.

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Ask Not What Your Airport Can Do for You,
Ask What You Can Do for Your Airport!

See page 4



COMMISSION ACTION

The Michigan Aeronautics Commission met in Traverse City on Thursday, July 16, 1998. Among items acted upon was approval of \$1.04 million for airport improvements across the state. Some projects have federal, state, and local funding, while others are funded from state and/or local sources alone. Commission approval for federally funded projects authorizes state participation, subject to issuance of a federal grant. Federal and state dollars for airport development are primarily from restricted, user generated funds. The primary sources of revenue are aviation fuel and passenger taxes, as well as aircraft registration fees.

Following are approved projects:

GRANTS

ADRIAN

Lenawee County Airport - an allocation of \$111,000 to acquire land for runway approach protection. The proposed budget consists of \$99,900 federal and \$11,100 local funds.

ANN ARBOR

Ann Arbor Municipal Airport - an allocation of \$115,000 for design engineering services to rehabilitate Runway 6/24. The proposed budget consists of \$103,500 federal, \$5,750 state, and \$5,750 local funds.

BENTON HARBOR

Southwest Michigan Regional Airport - an allocation of \$50,000 for an archeological study, necessary to comply with an environmental clearance. The proposed budget consists of \$45,000 state and \$5,000 local funds.

ESCANABA

Delta County Airport - an allocation of \$183,000 to acquire land for runway approach protection. The proposed budget consists of \$164,700 federal and \$18,300 local funds.

GROSSE ILE

Grosse Ile Municipal Airport - an allocation of \$70,000 for installation of Precision Approach Path Indicators (PAPIs) on Runways 17 and 35. The proposed budget consists of \$63,000 federal, \$3,500 state, and \$3,500 local funds.

HOLLAND

Tulip City Airport - an allocation of \$20,000 to study the feasibility of forming a Macatawa area airport authority. The proposed budget consists of \$18,000 state and \$2,000 local funds.

HOUGHTON LAKE

Roscommon County Airport - an allocation of \$110,000 to acquire land for runway approach protection. The proposed budget consists of \$99,000 federal and \$11,000 local funds.

HOWELL

Livingston County Airport - an allocation of \$200,000 to acquire land for runway approach protection. The proposed budget consists of \$180,000 federal and \$20,000 state funds.

IONIA

Ionia County Airport - an allocation of \$50,000 for design engineering to construct a parallel taxiway and to rehabilitate the terminal apron. The proposed budget consists of \$45,000 federal, \$2,500 state, and \$2,500 local funds.

JACKSON

Jackson County-Reynolds Field - an allocation of \$135,000 for design engineering to rehabilitate and groove Runway 6/24. The proposed budget consists of \$121,500 federal, \$6,750 state, and \$6,750 local funds.

Request For Proposals - Romeo Airport

The Michigan Department of Transportation, Bureau of Aeronautics is negotiating for the purchase and operation of Romeo Airport. In anticipation of a successful conclusion of these negotiations, the Bureau of Aeronautics is seeking proposals for the management and / or Fixed Base Operation (FBO) at Romeo Airport. Contact Randy Collier; 517-335-8521 or collerr@mdot.state.mi.us to request RFP package.

Accident Reports

Accident Reports are reprinted from Federal Aviation Administration (FAA), National Transportation Safety Board (NTSB), or Police reports and are for information only. *Michigan Aviation* does not attest to the accuracy of these reports. We do not determine the cause of accidents; that is left to NTSB and FAA investigators.

December

- 29 Troy, BE33, pleasure flight, injuries: serious; aircraft damage: destroyed, Wx: METAR KPTK 271545Z 34008KT 4SM -SN BR BKN015 OVC033 M01/M04. Accident Report: Aircraft crashed on take-off, other circumstances are unknown.

January

- 14 Gaylord, C150, pleasure flight, injuries: none; aircraft damage: substantial, Wx: Unknown. Accident Report: Aircraft landed hard on Ostego Lake and caused structural damage.

February

- 2 Troy, C150, pleasure flight, injuries: none; aircraft damage: minor, Wx: METAR KPTK 011645Z 20012KT 10SM BKN200 02/M04 A3002. Accident Report: Aircraft landed on its nose and flipped over.

March

- 5 Manistee, C650, business flight, injuries: none; aircraft damage: minor, Wx: METAR KMBL 041357Z AUTO 35008KT 4SM SCT002 BKN011 OVC032. Accident Report: Aircraft ran off the end of the runway after landing.
- 11 Detroit, C212, business flight, injuries: none; aircraft damage: substantial, Wx: METAR KYIP 110050Z 33020KT BKN055 M06/M12 A3030. Accident Report: Aircraft crashed on take-off, other circumstances are unknown.

April

- 20 Detroit, Exp, type of flight unknown, injuries: fatal; aircraft damage: destroyed, Wx: METAR KDTW 192156Z 02019KT 7SM -RA BKN028 OVC038 08/07 A3000. Accident Report: Suspect aircraft was being tracked by the U.S. Customs service when it crashed under unknown circumstances on a school playground.
- 20 Kalamazoo, PA28, pleasure flight, injuries: fatal; aircraft damage: destroyed, Wx: METAR KAZO 200153Z 25004KT 10SM FEW095 09/04 A3004. Accident Report: Aircraft crashed shortly after take-off while performing touch and go landings.
- 20 Canton, C150, training flight, injuries: serious; aircraft damage: destroyed, Wx: METAR KYIP 182150Z 00000KT 25SM OVC250 16/M01 A3017. Accident Report: Aircraft crashed under unknown circumstances in a residential area and was destroyed by fire.

May

- 13 Clarkston, C150, business flight, injuries: serious; aircraft damage: destroyed, Wx: METAR KPTK 121445Z 16006KT 4S BR BKN010 OVC033 15/13 A2991. Accident Report: Aircraft crashed on Clarkston Road after circling area.
- 19 Ypsilanti, C182, pleasure flight, injuries: none; aircraft damage: minor, Wx: METAR KYIP 1990150Z 21005KT 15SM SKC 21/10 A3000. Accident Report: Aircraft was making touch and go landings when it experienced a propeller strike on landing.

June

- 22 Bay City, C180, pleasure flight, injuries: minor; aircraft damage: substantial, Wx: METAR KMBS 211545Z 18009KT 13SM FEW250 31/17 A2990. Accident Report: Aircraft landing gear collapsed on landing causing the aircraft to flip over in a field.

- 22 Howell, Exp, pleasure flight, injuries: fatal; aircraft damage: destroyed, Wx: METAR KOZW 192000Z AUTO 22011KT 10SM CLR 29/14 A2979. Accident Report: Aircraft crashed while making a tight turn in a go-around while making touch and go landings.
- 30 Flushing, C172, pleasure flight, injuries: minor; aircraft damage: unknown, Wx: METAR 291654Z VRB06KT 10SM CLR 29/14 A2983 RMK A02. Accident Report: Aircraft crashed into a barn after attempted go around, other circumstances are unknown.

July

- 6 Traverse City, Exp jet, pleasure flight, injuries: none; aircraft damage: unknown, Wx: METAR KTVC 032153Z 04010KT 10SM FEW033 SCT055 OVC110 22/18 A. Accident Report: Aircraft was overdue and reported missing after a flight over Lake Michigan.
- 10 Mackinac Island, C182, pleasure flight, injuries: none; aircraft damage: substantial, Wx: METAR KMCD 100115Z 00000KT 10SM CLR 18/17 A3003. Accident Report: After landing, aircraft was unable to stop, and ran off the end of the runway.
- 20 Napoleon, PA28, pleasure flight, injuries: none; aircraft damage: destroyed, Wx: JXN SPECI 182025Z 21005KT 15SM SCT055 29/12 A2995. Accident Report: Aircraft departed runway 15 and had a loss of power, struck a tower and crashed into M-50, burst into flames.
- 26 Brooklyn, C172, pleasure flight, injuries: fatal; aircraft damage: substantial, Wx: METAR KJXN 261350Z 00000KT 15SM SKC 21/14 A3019. Accident Report: Aircraft crashed after aborted landing/go around.

Cover photo: Tim Burke



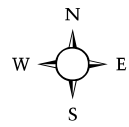
Aviation In-Formation Continued from page 3

also be involved with other aviation-related issues, such as education and training, and the creation of jobs in the aviation industry. In addition, the association will be addressing the importance of raising the public's awareness of the role of aviation in future economic development. Without an informed community, the aviation industry cannot commit to vital airport projects that will enable Michigan to compete successfully in a global economy. In addition to Tom Davis, the current MBAA officers are: Paul Landers (Vice-Chair), from Amway Corporation; Alice Gustafson (Treasurer), from Hubert Distributing, Inc.; Kenneth Emerick (Secretary), from General Motors Air Transport Section; Philip Roberts (Director), from Ford Motor Company, Corporate Travel; and Arthur Trowbridge (Director), from Volkswagen of America, Inc. MBAA is currently seeking additional associate members. For more information and membership materials, contact Patrick Laughlin or



Present for the Lansing meeting were, clockwise: Alice Gustafson, Philip Roberts, Roger Salo, Thomas Davis, Virgil Williams, Paul Landers, and David VanderVeen.

Cindy Schnetzler by phone at 517-371-2223, or by FAX at 517-371-1170.



Michigan

Destinations

Cleared for Family Fun: The Kalamazoo "Air Zoo"

At the Southwest corner of the Kalamazoo/Battle Creek International Airport, just off Taxiway B3, is the Kalamazoo Aviation History Museum. More affectionately known as the "Air Zoo," the museum offers its visitors a collection of wild creatures that have restored peace in the world for more than 50 years. Planes such as the Flying Tiger, Gooney Bird, Tin Goose, and the museum's pride of felines; the Wildcat, Tigercat, Bearcat, Hellcat, Panther, and Tomcat, conjure images of some of the greatest aircraft to participate in America's conflicts from World War II through Desert Storm. More than 60 percent of the aircraft preserved and restored by the museum are in airworthy condition. About half these aircraft are flown regularly, from May through September, in the "Flight of the Day" program. Many are also flown to cities throughout the Midwest in the "Traveling Warbird Show." As an additional attraction, visitors can schedule a flight on the classic 1929 Ford Tri-Motor.

In the main hall, visitors can view some of the museum's 60 vintage aircraft, and gain a unique perspective of aviation history through collections of photographs, paintings, dioramas, and scale models. The Air Zoo also houses The Michigan Aviation Hall of Fame and the Guadalcanal Campaign Veterans Museum.

A distinctive opportunity offered by the Air Zoo is a tour of the Flight Center—the museum's restoration facility. During a guided tour of the Flight Center, adjacent to the main exhibit hall, visitors can see aircraft restoration in progress and talk to the technicians who are doing the work. The Flight Center is barrier-free and visitors can walk under, and actually touch the aircraft. Allowing visitors into their restoration facilities is extremely rare for a museum, but the Air Zoo encourages the tour to provide their visitors a complete perspective of the entire restoration process.



Ford Tri Motor at the air zoo

Beyond preserving the history of aviation, the staff of the Air Zoo is also deeply committed to the future of aviation as well. The Kalamazoo Aviation History Museum is a nonprofit educational institution that offers unique programs for communities and schools throughout the state. During the summer, they hold three Aviation Career Education camps (ACE camps). The education staff design these camps to familiarize students with the aviation industry, and to make them aware of the many career opportunities. Guided educational tours of the museum are available to schools and community groups by scheduling through the museum's office.

On the grounds of the museum are additional aircraft on static display, and picnic tables to relax and enjoy the pleasant surroundings. Bring a picnic lunch and watch flights taking off and landing at the Kalamazoo airport. The Kalamazoo Aviation History Museum and Flight Center are open every day (except holidays) year-round. Call (616) 382-6555 for specific times and more information, or visit them on their web site at www.airzoo.com.



Aviation In-Formation

By year's end, the Federal Aviation Administration is expected to propose new rules regarding aircraft registration. This is in response to a Congressional mandate included in the *Federal Aviation Administration Drug Enforcement Assistance Act* of 1988. The act requires FAA to create new requirements for aircraft registration in an attempt to deter drug trafficking in general aviation aircraft. Among the probable provisions of the new rule is a requirement for positive verification of the applicant's identity and address.

With the rewrite of Part 61 last August, FAA changed FAR 61.197 (RENEWAL OF FLIGHT INSTRUCTOR CERTIFICATES) to place a time limit on attending a flight instructor refresher course to renew the CFI certificate. The change [FAR 61.197 (a)(2)(iii)] specifies that an instructor must complete the refresher course "... within the 90 days preceding the expiration month of his or her flight instructor certificate." The instructor's certificate would then be renewed for an additional 24 months from the expiration date of the old certificate. Before the change, a CFI could attend a refresher course any time before the certificate expired and it would be renewed for an additional 24 month period. The AOPA Air Safety Foundation (ASF) petitioned FAA to revise the new ruling, arguing that CFIs should be able to renew their certificates at any time within the two-year validity period. The ASF reasoned that this would increase safety, better maintain instructor currency, make attending refresher courses more convenient, and reduce costs to the CFI if a course was not within a reasonable distance during the 90-day renewal period. FAA agreed

with the ASF, and revised the regulation to read that an instructor course to renew the instructor certificate at any time within the two-year envelope. If an instructor completes the refresher course within three calendar months preceding the expiration month of the current flight instructor certificate, the certificate will be renewed for an additional 24 months from its expiration date. If the refresher course is accomplished prior to the three month period, the certificate will be renewed for an additional 24 months from the month in which the course was attended. The change became effective on May 26, 1998.

Western Michigan University has announced the establishment of an endowed scholarship honoring a World War II hero with strong Michigan ties. Beginning this fall, the *Major Henry Schmaltz, USAF Endowed Scholarship for Aviation Sciences* will be available to full-time juniors and seniors studying aviation flight science or aircraft maintenance engineering technology. One scholarship will be awarded each year, with preference given to students who have served or intend to serve in the military, and may be used for tuition, fees, and book expenses. The scholarship was created by the brother of Major Schmaltz, Dr. Lloyd J. Schmaltz, WMU professor emeritus of geology, along with his wife, Marilyn. Major Schmaltz served in the armed forces from 1941 until his death in 1958.

Speaking of scholarships, the National Air Transportation Foundation, based in Alexandria, Virginia, offers financial assistance for individuals engaged in flight training. The Foundation is the research and education arm of the National Air Transportation Association (NATA). Three separate scholarships are available, each having different eligibility requirements. For complete details, contact NATA at 800-808-NATA. Scholarship information is also available on their website at www.nata-online.org/found.html.

Following a marathon runway resurfacing project, Lansing's Capital City Airport reopened at 7:00

p.m., Monday, July 20, 1998 after a 59 hour closure. The Capital Region Airport Authority called the repaving effort "one of the most aggressive and passenger-friendly projects in Michigan aviation history." The 3.7 million-dollar project was an intense around-the-clock operation to limit the airport closure to one long weekend, instead of several weeks as is common at other sites. Tom Schmidt, Executive Director of the Capital Region Airport Authority, said that the runway repaving effort was "a complex, massive, logistical operation that will likely serve as a model of efficiency to other airports across the country." Despite a 90-minute delay because of a Sunday morning rain shower, all of the work was completed on-schedule. A local Lansing organization, Spartan Asphalt Paving Company, a division of the Thompson-McCully Company, employed 300 workers to resurface the 7,251 feet long, 150 feet wide runway. Crews used approximately 20,000 tons of asphalt, supplied by Lansing's Wood Street plant, to complete the work. The R. W. Armstrong firm from Indianapolis, Indiana, nationally recognized for runway reconstruction work, supplied a team of engineers for the project.

Thomas Davis, President of Chrysler Pentastar Aviation, announced the formation of the Michigan Business Aviation Association (MBAA) on March 31, 1998. The primary goal of the new association will be to address the needs of Michigan's airports. Davis, who will serve as the first president of the MBAA, recently presided over the association's bimonthly meeting at the Michigan Aeronautics building at Lansing's Capital City Airport. Recognizing that a solid transportation foundation is vital to Michigan's economy, the purpose of the MBAA is to promote and facilitate growth of aviation facilities and air transportation in the state. The recruitment, expansion, and retention of industry and business in Michigan are largely dependent on viable aviation services. To this end, the MBAA will work with government agencies and the private sector to insure that adequate funding is available to support an effective airport infrastructure. The MBAA will

Continued on page 6

Workers ~~Weekend Warriors~~



On a typical sunny summer day, pilots find their mind drifting off to the airport with thoughts of the thrill and enjoyment of flying. Most take for granted the facilities and services provided at their airport and have few thoughts of the future of the airport and aviation in general.

While pilots enjoy the over two hundred and forty airports in Michigan's airport infrastructure, the number of airports in the populated areas of the state are dwindling. To a degree, airports are becoming an endangered species. Soon, Michigan pilots may also be an endangered species, as nearly 65% of our pilots are 40 years old or older.

Several national pilot organizations have initiated programs to introduce aviation to young Americans. Although the number of introductory rides has been large, many of them are unable to afford flight training, and flying remains just a dream.

A grassroots effort is beginning around the state to assist young people in pursuit of their aviation dream and also to assist airports in their struggle to remain open.

The Oscoda-Wurtsmith Airport opened as a public facility in December 1993, after converting from military to civilian use. To promote the airport, and to increase the public's awareness of aviation, the Oscoda-Wurtsmith Airport Authority sponsored and

funded a flight training scholarship. Eligibility was limited to high school students who were residents of Iosco or Alcona counties. The \$2,000 scholarship provided for a third class medical certificate, training materials, ground school, aircraft rental, and approximately 25 hours of flight training. On June 5, 1998, Tiffany Haneckow, the recipient of the scholarship, completed her first solo flight. The Oscoda-Wurtsmith Airport Authority will evaluate the success of this scholarship program and, based on Tiffany's accomplishments, will likely promote the scholarship as an annual award.

On March 2, 1998, Chapter 1093 of the Experimental Aircraft Association, Midland, MI, announced an aviation scholarship contest for Midland County students who were between the ages of 16 and 21. The association required that the scholarship entrants be interested in learning to fly, and that they write a one-page essay explaining how aviation skills will help them in the future.

A committee from EAA Chapter 1093 awarded the scholarship to Amy McMullen of Midland. Based on the quality and content of her essay, Amy received a free private pilot ground school course and the use of a Cessna 150 for one year. The only costs to her were for the flight instructor and fuel for the aircraft. Free private pilot ground school courses were also awarded to the runner-up and the third-place finisher.



Scholarships similar to the ones funded by Chapter 1093 and the Oscoda-Wurtsmith Airport Authority are not unique. For example, EAA Chapter 55 at the Mason-Jewett Airport has sponsored some 14 students through their first solos. Many other organizations throughout the state have provided free private pilot ground schools for ambitious high school students.

As mentioned in *Michigan Aviation* (Vol 31, No.3) in *Aviation In-Formation*, the Experimental Aircraft Association (EAA) Chapter 1093, of Midland, dedicated its new Aviation Education Center. The center, located at the Midland Barstow Airport, is used to promote aviation knowledge and experience, especially among young people, through hands-on programs devoted to educating the public about careers and recreational opportunities available in aviation. Other aviation education activities sponsored by Chapter 1093 include sending 14 high school students to the annual EAA fly-in and air show in Oshkosh, Wisconsin and providing over 1,500 "Young Eagle" introductory flights to date.



6



7

1. Dedication of the EAA Aviation Education Center, Midland.
Photo: EAA 1093

2. Amy McMullen, of Midland, scholarship winner.
Photo: EAA 1093

3.&4. Discover Aviation Day at Western Michigan University.

5. Tiffany Haneckow, of Oscoda, scholarship winner.
Photo: Oscoda-Wurtsmith Airport

6. ACE Camp at Grand Haven.

7. ACE Camp at the Kalamazoo Air Zoo.



3



5



4

Several other aviation groups sponsored Aviation Career Education (ACE) camps this summer. B&B Aviation and the Grand Haven Airport Supporters Steering Committee sponsored an ACE camp at Grand Haven, Kalamazoo Aviation History Museum (Air Zoo) sponsored three at the Air Zoo, and EAA Chapter 1093 at Midland sponsored a camp. Western Michigan University sponsored a Discover Aviation Day. The camps offered students the opportunity to explore hundreds of career opportunities in aviation and aerospace and provided many specially-designed activities, tours, which included a flight in an airplane.

Other aviation groups have focused on their airports. In a time when airport budgets are being trimmed, many airport managers are finding it difficult to maintain the airport beyond the items required by safety standards. Buildings are in need of painting, and brush and weeds are in need of trimming. Several pilot groups have come forward to donate their time and skills for the good of the airport. The cover photo features the new sign and parking area at the Grand Ledge airport built by the local pilots. Other airports have had volunteers trim trees and brush, build new wind tees, and even paint hangars. Pilots are offering the skills of their occupation for the benefit of the airport. This is a win-win situation for all, as the pilots find a new camaraderie in working with fellow pilots and the airport receives the attention it needs. Does your airport have a volunteer work day?